

PROJECT SCHEDULE

WINTER 2001	Traffic analysis begins Base mapping begins Introductory Open House held Newsletter #1 published Key stakeholders interviewed
SPRING 2001	Stakeholder workshop held Newsletter #2 published Scoping Meeting on Alternatives held
SUMMER 2001	Environmental analysis begins conceptual alternatives developed Newsletter #3 published Open House held
FALL 2001	selected alternatives developed
WINTER 2002	Preferred Alternative chosen Newsletter #4 published
SPRING 2002	Draft EIS published Draft EIS Public Hearing held
FALL 2002	Final EIS published



for more info...

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EASTSIDE CORRIDOR

FINDING A SOLUTION

Stakeholders Identify Potential Solutions

On May 16, 2001, the Washington State Department of Transportation (WSDOT) hosted a day long stakeholder workshop to further its efforts to enhance safety and increase mobility in the East Wenatchee urban area. The workshop provided a unique opportunity for a group

of about forty stakeholders to work together to identify potential solutions and evaluation criteria. Participants included residents, property owners,

orchardists and business owners, as well as representatives from citizen groups, government agencies, and the Colville and Yakama tribes.

A series of panel presentations allowed stakeholders to learn about the various points of view held by their fellow community members. In small working groups they identified community assets, key destinations, and locations of traffic bottlenecks in the corridor. The groups then brainstormed potential alternatives, developed rating criteria, and evaluated alternatives by their criteria.

The alignments developed by the working groups complement those suggested at the Introductory Open House held in March. One group decided that a modified route along the riverfront was the best option. The second group felt that a new bench route coupled with improvements to the SR-28/Cascade corridor would best address both short-term and long-term needs. The third group suggested either construction of a lower bench route or expansion of the existing highway. Group four rated construction of a new bench route highest. Finally, group five opposed any new highway construction, opting instead to further develop Sunset Highway and Cascade Street as one-way couplets.

Overall, the workshop provided the project team with valuable information. While each of the five breakout groups came up with different solutions, together they clarified specific right-of-way, traffic, safety, and freight mobility information that needs to be gathered in order to determine the best possible route.

FOR MORE INFO

www.eastsidecorridor.org

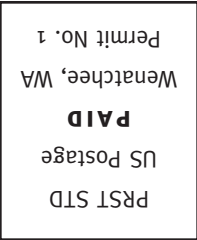
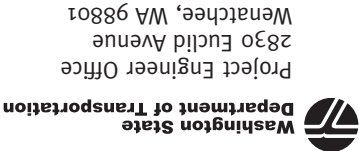


Workshop participants evaluate Eastside Corridor alignment ideas.



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Getting to a Preferred Alternative

The scoping process is underway for the Eastside Corridor Environmental Impact Statement (EIS). During the scoping process, comments are gathered that will help to identify the range of alternatives and issues of concern that will require further analysis. The scoping process for the Eastside Corridor effort began with an introductory open house in March, continued with a Stakeholder Workshop in May and includes two more open houses—the next on June 28, 2001, and another slated for August 2001.

The alternatives on display at the open houses are taken through a careful screening process that considers a variety of factors—technical, environmental, and social in nature. Technical criteria determine such issues as whether or not the concept will enhance safety and increase mobility on Sunset Highway, and whether or not the concept is constructible and able to meet engineering criteria. Environmental criteria include such items as air quality, land use compatibility, impacts to wetlands, parks, cultural resources and recreational areas and whether or not the concept is likely to receive required permits, approvals, and funding. Social criteria take into consideration public support or opposition to a particular concept, in addition to a concept's affect on displacement of homes and businesses.

The broad range of alternatives on display at the June open house will be narrowed down to the most promising alternatives and a no-build alternative that will be presented at the August 2001 open house. These alternatives will be developed and carried forward in the EIS for a complete environmental review. The next step is the publication of the Draft EIS (DEIS), which will be presented to the public for comment in spring of 2002. The end result of the Eastside Corridor EIS process is the selection of a preferred alternative and completion of preliminary design to the 30% level, which allows for the development of final contract documents and construction of the proposed improvements.



North
study area

Traffic Analysis Underway

An origin/destination study is being completed in order to better understand the traffic needs of the greater Wenatchee area. The study is comprised of three components: a mail survey, a harvest survey, and a license plate survey. Traffic counts and land use information will be added to the origin/destination study data to develop a computerized model that will test the alignment alternatives being developed to find a solution to the safety and congestion issues in the Eastside Corridor.

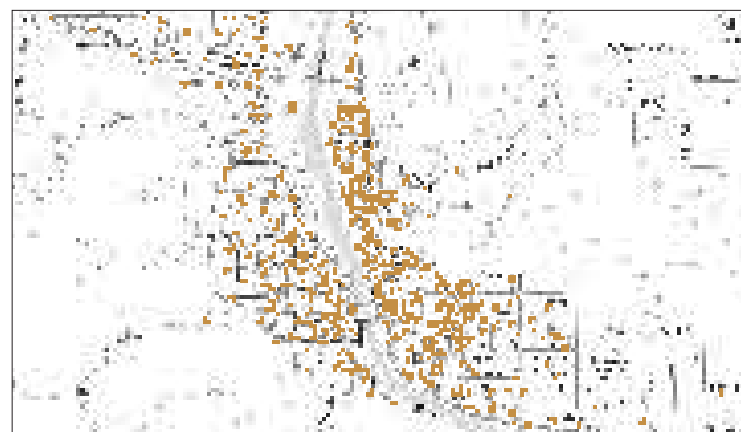
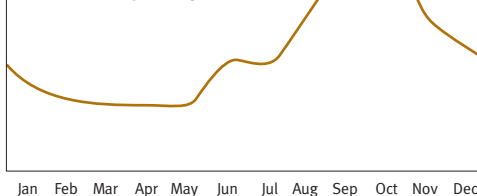
The mail survey—sent to about 2,500 homes in the Wenatchee Valley and surrounding areas—was completed in April and May of this year. Survey participants provided information on the kinds of trips they made, such as the number of people traveling and the mode of transport (car, bike, walking, etc.), the purpose of the trips (going home from work, going shopping, etc.), as well as the start and finish points (origin and destination) of each trip. The information gathered will allow the project team to develop a model that simulates how people travel in the corridor as well as in the greater Wenatchee area. Once the model is complete, it will be used in the Environmental Impact Statement (EIS) analysis to determine how well an alignment will keep traffic moving.

The harvest survey was completed in May, in which 30 apple processors, brokers, and packers were surveyed at 22 different sites. The responses demonstrate the seasonal differences in truck traffic volume on SR-28. Three times as many produce-carrying trucks haul on the corridor during the fall harvest season than in the spring.

During peak-traffic hours on March 29, 2001, technicians completed a license plate survey at seven locations in the Eastside Corridor study area. This survey determined that during rush hour, over 90% of the traffic on Sunset Highway is local traffic.

The results of the origin/destination study will help the project team gain a clearer understanding of the total traffic picture in the corridor. A full report of the traffic analysis will be included in the traffic discipline report in the draft EIS, which will be completed in early 2002.

Seasonal fluctuations in truck traffic along Sunset Highway.



The origin/destination study results showed that less than 10% of the trips on SR-28 through East Wenatchee are through-trips and over 60% of the trips are home-based.

Other Projects in the Area

SR-285/SR-28 INTERCHANGE

LEAD Douglas County
PURPOSE preliminary study to improve traffic flow
CONTACT Peter Ringsrud,
Douglas County Engineer
509/884-7173

SR-285/MISSION ST./ FERRY ST./WENATCHEE AVE.

LEAD WSDOT
PURPOSE preliminary analysis and modeling to improve traffic flow
CONTACT David Honsigner
509/667-2901

US-2/97 CORRIDOR SAFETY STUDY

LEAD WSDOT
PURPOSE 20-year study on 14-mile stretch between Blewett Junction and Easy Street in Wenatchee
CONTACT Kirk Berg, Project Engineer
509/667-2870
www.wsdot.wa.gov/regions/northcentral

SR-28: 31ST STREET TO HADLEY

LEAD WSDOT
PURPOSE widening to three-lanes on one-mile stretch to improve safety
CONTACT Terry Mattson, Project Engineer
509/667-2860